

American Recovery and Reinvestment Act of 2009

Grants for Transportation Investment Generating Economic Recovery
"TIGER Discretionary Grants"

Stamford Complete Streets & Transit Access Project



Prepared by:



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TIGER Grant Application

September 15, 2009



PROJECT OVERVIEW

- i. **Type of Project:**
Other & Transit
Stamford Complete Streets & Transit Access Project
- ii. **Project Location:**
State of Connecticut
Stamford
Fairfield County
4th Congressional District
- iii. **Urban/Rural Area:**
Urban
- iv. **Amount of Funds Requested:**
\$21,300,000
Connecticut Department of Transportation DUNS number - 807854583
Central Contractor Registration Confirmation Number - QZX9NA
- v. **Grant Recipient:**
Connecticut Department of Transportation
- vi. **Other Project Parties:**
State of Connecticut
City of Stamford
Southwestern Regional Planning Agency
Harbor Point Development, LLC
Harbor Point Infrastructure Improvement District (HPIID)
Connecticut Transit (CTTransit)

OBJECTIVE

This TIGER Grant funding request is for \$21.3 million to construct the Stamford Complete Streets & Transit Access Project. This Project consists of improvements to five roadways and the addition of a new transit system in the South End of Stamford. The Project is a major support to Stamford's role as a regional transportation hub and is essential to the success of the \$3.5 Billion Harbor Point Development Project.

An index to most of the links in this application can be found at
<http://www.ct.gov/dot/cwp/view.asp?a=1372&Q=444928&PM=1>

Stamford Complete Streets & Transit Access Project

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B. CONTACT INFORMATION

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C. PROJECT DESCRIPTION & BACKGROUND

TIGER Grant Application
 Connecticut Department of Transportation
Stamford Complete Streets & Transit Access Project

PROJECT DESCRIPTION

The Stamford Complete Streets & Transit Access Project (The Project) consists of two major components: **1) Complete Streets Element** and **2) Transit Access Element**. The Project is located in the South End of Stamford, Connecticut, an area undergoing major transformation due to the \$3.5 billion Harbor Point Development Project. The Complete Streets Element involves the implementation of roadway improvements to create Complete Streets along Washington Boulevard, Pacific Street, Atlantic Street, Market Street, and Canal Street – five urban collectors that are essential to the core urban roadway network for regional transit. The Transit Access Element consists of implementation of a new Jitney transit system which will operate along three routes. This system will serve as a transit alternative for residents and employees traveling to and from the city's South End.

The Project is of local, regional, and national significance as it will:

- Enable redevelopment that will lead to the **creation of up to 50,000 new jobs** in multiple sectors of the economy;
- Generate **tens of millions of dollars in annual tax revenues** to the City, State, and Federal governments;
- **Foster redevelopment** of brownfields and vacant manufacturing facilities in one of Stamford's poorest neighborhoods;
- **Improve multi-modal access to the region's busiest rail station**, which connects major cities in Connecticut with other major cities in the region including New York City and Boston;
- Support the **continued growth of national and international commerce** in the southwestern region of Connecticut; and
- **Reduce excessive traffic congestion along I-95** in an EPA non-attainment area for fine particulate matter (PM_{2.5}) and ozone, thereby improving air quality.

Figure 1 on the following page shows the Project's key elements, location, and relation to other related Projects underway in Stamford.

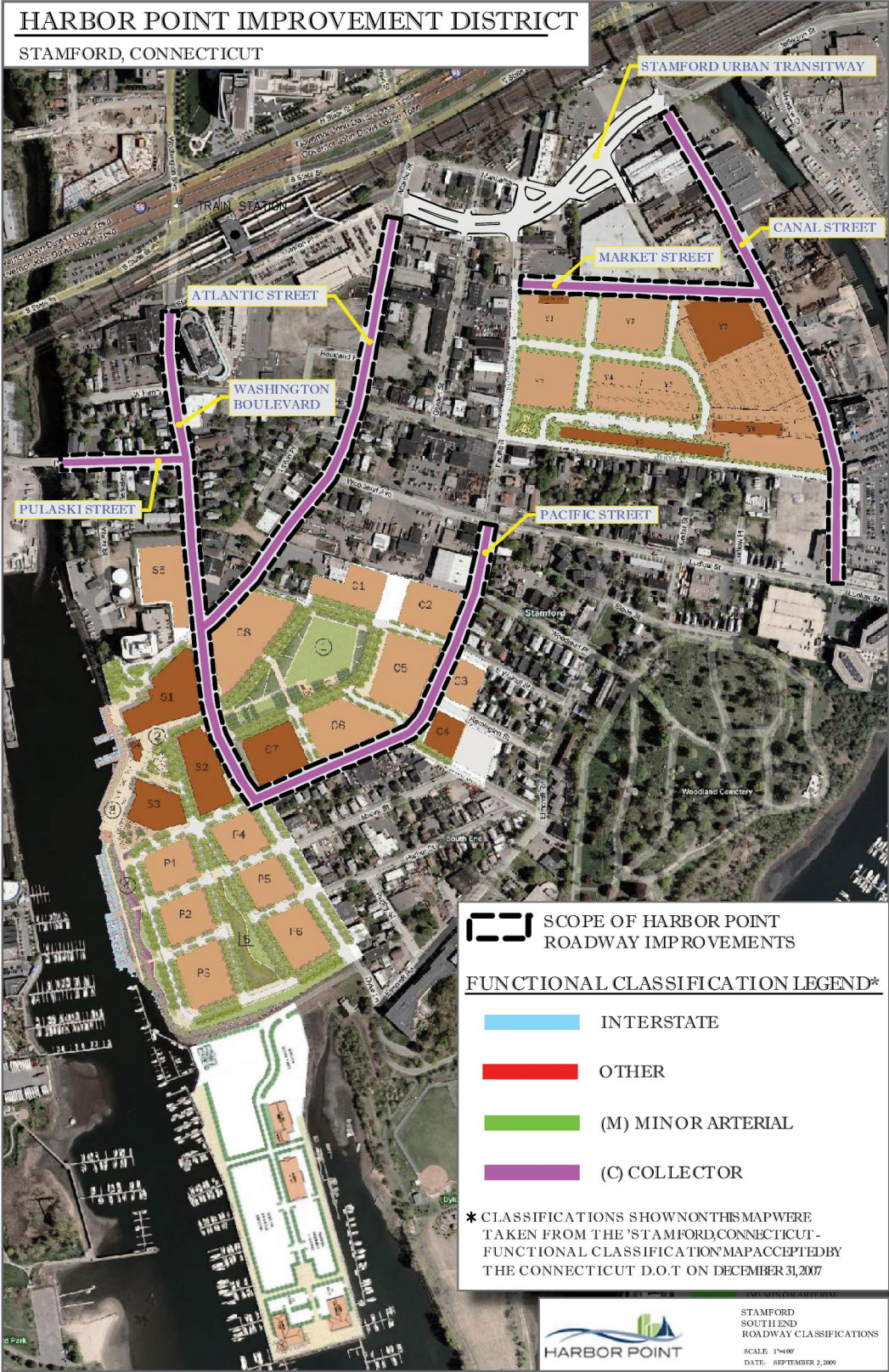


Figure 1. Stamford Complete Street and Transit Access Project

The following is a complete description of the work elements and regional enhancements associated with the Project:

COMPLETE STREETS ELEMENTS:

Washington Boulevard: Improvements along this roadway will cover:

- Approximately 3,840 linear feet (lf) of roadway beginning just south of I-95 and a section of Pulaski Street extending from Washington Boulevard to the East Bridge Abutment;
- Widening and signalization at Henry Street for added turn lanes;
- Incorporation of bike lanes as well as pedestrian level lighting and street trees;
- Enhanced safety and capacity; and
- Construction of an added operational lane.

Atlantic Street: improvements along this roadway will cover:

- 2,160 lf of roadway beginning at the Stamford Urban Transitway and extending south to the intersection with Washington Boulevard; and
- Repair and reconstruction of portions of Atlantic Street south of I-95 including landscaping, upgrades to utilities, creation of bike lanes, and intersection improvements for traffic control at Atlantic/Washington Boulevard.

Pacific Street: Improvements along this roadway will cover:

- 1,760 lf of roadway from Washington Boulevard to Ludlow Street;
- Widening and resurfacing portions of Pacific Street with some full-depth reconstruction south of Ludlow Street to Washington Boulevard;
- Sidewalk replacement including landscaping, illumination, and pedestrian mobility/safety enhancements;
- Upgrading of sanitary sewer in conjunction with the roadway work; and
- Addition of new curbs and bike lanes.

Canal Street: Improvements along this roadway will cover:

- 2,250 lf commencing at Stamford Urban Transitway and extending south to Ludlow Street;
- Full-depth reconstruction for approximately 1,564 lf (no widening);
- Replacement of sidewalks and concrete curbs; and
- Installation of illumination and street trees.

Market Street: improvements will cover:

- 1,120 lf along Market Street from Canal to Pacific Street;
- Resurfacing Market Street;
- Sidewalk replacement including landscaping, illumination, and pedestrian mobility/safety enhancements; and
- Installation of new curbs.

The Complete Streets element of this Project **fully meets the TIGER grant criteria for positive long-term outcomes**. The purpose and need of the Complete Streets element, as defined in the Project's Federal Categorical Exclusion application, is to "improve safety, encourage use of public transit, reduce congestion, and promote pedestrian and bicycle use to reduce vehicle travel." The upgraded routes will feature major improvements over the existing roadway conditions in the South End. These improvements will greatly enhance transit access to the Stamford Transportation Center (STC) from the South End, improving regional access to and from the Project area. Life cycle costs associated with these improvements are minimal, and the enhanced roadways are designed to be "operated so they are safe, comfortable, and convenient for all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities."

TRANSIT ACCESS ELEMENTS: Jitney Bus Transit Routings

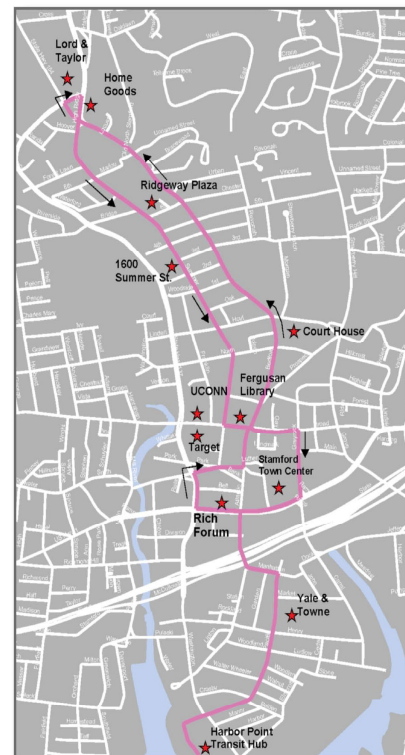
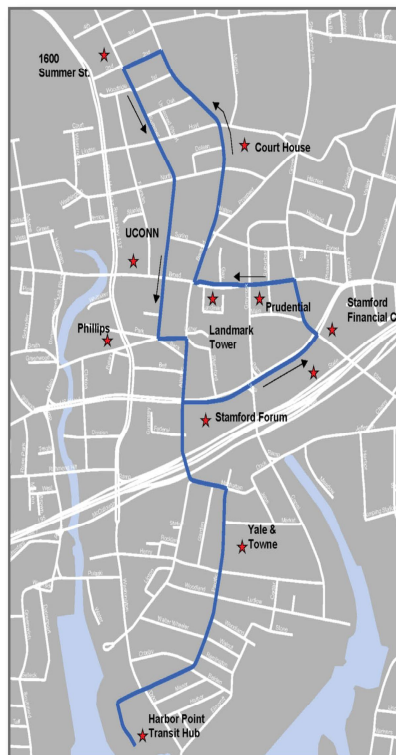
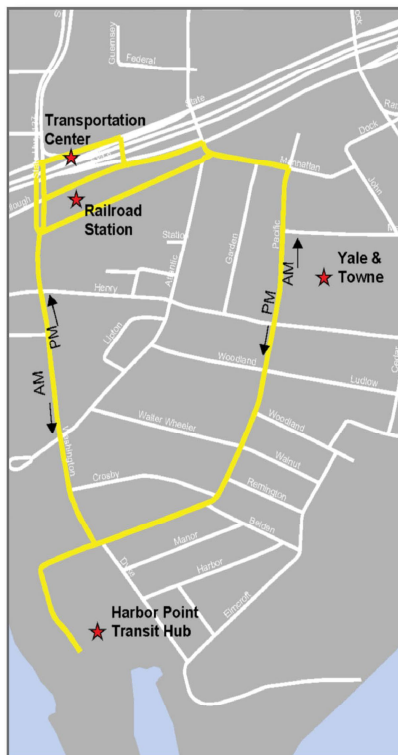
The Jitney Bus Transit portion of the Project will include:

- Purchase of three new 25 to 30-foot specialty transit vehicles as part of implementation of a Jitney transit system. This new system will interlock with current North End bus service, forming an essential transportation link to foster South End Transit Oriented Development (TOD).
- The Project includes the establishment of three fixed schedule routes, which will serve the 4,000 proposed new residences within the Harbor Point Project. The transit component of this Project is essential to providing strong regional interconnectivity and developing a sustainable and livable urban environment for the new development. The purpose and need of the Jitney Shuttle System as defined in the Project's Federal Categorical Exclusion application is to "provide short headway and convenient transit service using specialty vehicles" and support the overall focus of the Harbor Point Project on transit oriented development. See Plan at:

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/4_Draft_Service_Plan.pdf



Figure 2. Stamford CT Transit Bus



Figures 3a,b,c. Jitney Bus Transit routings for STC, CBD, and mid-day shopping

PROJECT BACKGROUND AND CONTEXT

The Project is located in the city's South End, a 323-acre peninsula bounded by the Northeast Corridor Rail Line and Interstate-95 to the north, by Stamford Harbor to the south, by the Mill River to the west, and by the Stamford Canal to the east. The Northeast Corridor Rail Line stops at the STC at the northern portion of the South End. The STC is a major regional transportation hub. **More than 24,300 passengers travel through the STC daily**, making it the busiest train station in the Metro-North Railroad system after Grand Central Terminal.

The STC has great potential to be a regional/national hub of transportation. This potential has not been fully realized due to constraints created by the failing infrastructure and urban blight surrounding the station.

The City, the South Western Regional Planning Agency (the region's Metropolitan Planning Organization), and the State have recognized Stamford's potential for efficient, accessible public transit and have sponsored several Projects to attempt to rebuild and repair this infrastructure and to redevelop these blighted areas to promote Transit Oriented Development around the STC. To date, the City and State have successfully used the benefits of the STC to entice The Royal Bank of Scotland and UBS to locate their North American headquarters in Stamford, thus creating thousands of jobs. However, the continued success of RBS, UBS, and the region depends on achieving the true goal of this TOD initiative, which is to create housing, retail and commercial development at or near the STC. This will allow the STC to fully leverage its potential to promote the free and efficient flow of people and goods through the region.

To that end, the State and City have begun the process of repairing and replacing parts of the failing infrastructure. As described below, the City has completed construction of Phase I of an urban transitway and the State has begun the design process to replace the underpasses crucial to connecting the STC and South End to the Stamford CBD. These Projects include:

CTDOT Metro-North Five Bridges at Stamford Project – This Project will improve access to the City of Stamford by reconstructing the five Metro-North railroad overpasses, located at Atlantic Street, East Main Street, Elm Street, Canal Street, and Greenwich Avenue. Design work for this Project is underway and elements of this Project are aimed at improving access to the South End and to the STC.

Stamford Urban Transitway Project Phase I (SUT) – This Project has an estimated total cost of \$90 million to improve local access to the STC and will alleviate traffic congestion downtown by providing better transit access to Stamford. Phase I consisted of a one-mile bus way facility connecting eastern sections of the City to the STC.

These Projects are the first steps in the effort to initiate TOD in proximity to the STC and Stamford CBD. The next step in the TOD initiative is the completion of the Complete Streets & Transit Access Project. Without completion of the Complete Streets & Transit Access Project, the Five Bridges Project and the SUT projects will not fully achieve their stated goals.

For too long, the South End has been an isolated neighborhood characterized by low per capita income, poor transit access, and unsafe conditions along its many narrow streets. The Complete Streets & Transit Access Project is designed and intended to foster the development of a TOD Project, approved by the City, called the Harbor Point Development, a redevelopment Project along the underutilized Stamford Waterfront. At full build out, **Harbor Point will consist of 6 million square feet of development and 80 acres of brownfield remediation.**

Harbor Point is located within a 20-mile radius of more than 360,000 southwestern Connecticut residents, and the Project will create thousands of jobs and generate millions in revenue. (See website at www.harborpt.com.)

To further the City's efforts to support the Harbor Point Development, the State created a Special Taxing District, called the Harbor Point Infrastructure Improvement District (HPIID), as a mechanism to repair and replace a portion of the infrastructure to allow Harbor Point to proceed. The Harbor Point Development is proceeding. However, **the Project cannot be fully successful and the region will not receive the full benefits of the Project without the Complete Streets & Transit Access Project.**

The Stamford Complete Streets & Transit Access Project is an essential part of the City and State effort to reorient the region to public mass transit. Reducing vehicle trips and increasing use of public transit is the most effective way to overcome traffic congestion, which is the primary impediment to preserving and creating jobs in the region.

This Project supports the overall goal of the Harbor Point Development Project, the City and State TOD initiative, and the TIGER Grant discretionary program:

- **To create significant new employment** over the long term for the southwestern region of Connecticut;
- **To reduce vehicular congestion** along I-95 by putting employees closer to work; and
- **To create a safe, livable, and sustainable transit-oriented development** for the region.

The Stamford Complete Streets & Transit Access Project is a key step in the development of a network of complete streets in the City's South End that can connect to major regional routes as well as the STC, allowing this enhanced portion of the City to connect to other major cities. This will result in a more sustainable and user-friendly transportation system for Stamford and the surrounding region. A TOD within a half-mile of the STC affords residents the opportunity to live in Stamford and commute to work in New Haven, Bridgeport, Norwalk, and New York by train, easily and inexpensively. Operation of the Jitney system would reduce vehicle trips and miles traveled within the Project area and the region.

The Complete Streets & Transit Access Project would facilitate the success and livability of the Harbor Point Development by providing local and regional connectivity for new and existing residents, employees, and visitors. Receipt of TIGER Grant funding, which would solidify the implementation of the Complete Streets & Transit Access Project, would further encourage all TOD in progress in this region.

Each of the Project elements described above were provisionally added to the South West Regional Planning Agency (SWRPA) Transportation Improvement Program (TIP) Amendments for Highways (SWR-TIP #2009-003e) at the MPO's July 23, 2009 meeting, with ARRA indicated as the funding source. Furthermore, a window of 60 days, through the September 24, 2009 meeting, was created to finalize action on TIP inclusion. The MPO and the applicant are collaborating to effectuate that goal. <http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/2mpo09-0723minfinal.pdf>

D. PROJECT PARTIES

- CTDOT- Primary recipient and administrator of the Tiger Grant.
- CTDOT/DECD- Matching source of funds.
- City of Stamford- Improvement coordinator and maintenance responsibility.
- Harbor Point Development LLC- Developer of Harbor Point.
- CTTTransit- Bus owner and service operator of Jitney system.
- HPIID- Harbor Point Infrastructure Improvement District (HPIID) created under the authority of the State of Connecticut with express operating, maintenance, and taxing authority.

E. GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

CTDOT requests \$21,300,000, which is 80 percent of the total costs in TIGER Grant Discretionary funds to construct the proposed improvements to Washington Boulevard, Atlantic Street, Pacific Street, Canal Street, Market Street, and Pulaski Street and to implement the Jitney Bus Transit service in the amended TIP. **The remaining balance of approximately \$5,300,000 needed Project funding would be provided by the Harbor Point Infrastructure Investment District (HPIID) funding sources.** Note that the developer of Harbor Point has already invested Tens of millions of dollars to begin construction of 1.3 million square feet of office, retail and residential development and eleven (11) acres of public parks. This TIGER Grant is necessary to finish public improvements that are important to continued private funding of the Harbor Point Development. The success of the Five Bridges Project and the SUT are dependant upon the success of the Harbor Point Development, and, consequently, the award of a TIGER Grant for the Complete Streets & Transit Access Project.

F. SELECTION CRITERIA

1. PRIMARY SELECTION CRITERIA

The following Long-Term Outcomes and Economic Stimulus sections are intended to provide a description of the long-term, 20-year framework of the Project, within which near-term results are also described. Such 20-year outcomes and near-term results are compared to a “no-build” scenario or Stamford Complete Streets & Transit Access Project without TIGER Grant funding. The outcome under this scenario would be continued blight and lack of proper transit access in this economically disadvantaged area. The Harbor Point Project and related TOD initiatives cannot proceed due to lack of adequate infrastructure. Failure to receive TIGER funding could significantly derail job creation and economic recovery in the region.

(A) LONG-TERM OUTCOMES

The Stamford Complete Streets & Transit Access Project will create significant, desirable, long-term outcomes for the entire region. Further details are provided below.

(i) State of Good Repair

Improvement of existing conditions will be accomplished by the renewal of pavement on the roads described previously, associated infrastructure, and the implementation of signal optimization and traffic calming measures.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/4Traffic_Calming_Implementation_Plan_FINAL_3_.pdf

Stamford Streets Evaluation

Location	Rating	Location	Rating
Washington Boulevard	2.5 Poor	Canal Street	2.5 Poor
Atlantic Street	2.5 Poor	Market Street	2.5 Poor
Pacific Street	2.5 Poor		

The Stamford Complete Streets improvements are consistent with State, local and regional efforts to maintain transportation facilities in a state of good repair. An important aim of this Project is to upgrade the streets to connect with a much larger area of the City (the Harbor Point Infrastructure Improvement District) in which **more than four miles of roads, sidewalks and bike paths will be upgraded**, including repair of decrepit sewer, wastewater infrastructure, electrical infrastructure, and utility infrastructure, much of which is currently over fifty years old. In this greater Project area, **infrastructure will be renewed and a platform for future economic growth will be created**. Current conditions of streets proposed for improvement threaten future economic growth and stability in the greater area due to their unstable condition.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/4_Parking_Management_Plan.pdf

The Transit Access element of the Project will significantly reduce the life-cycle costs of the operation and maintenance of the roadways by extending their viability by as much as 25 percent due to expected traffic reduction and the use of jitney and other methods of public transit. Other than one private corporate shuttle, transit options to residents or to facilitate business growth is currently lightly supported by one route in the entire South End development area. With the help of the TIGER Grant funding, the Stamford Complete Streets & Transit Access Project would be fully capitalized and would use the CTDOT advanced asset management approaches to optimize the long-term cost structure. As mentioned previously, the City and the HPIID will operate and maintain the Project.



Figure 4. Construction underway at Harbor Square along Washington Boulevard

(ii) Economic Competitiveness

The Project contributes significantly to the economic competitiveness of the region over the medium- to long-term by optimizing population density and accessibility to and within one of the fast-growing financial centers in the United States. The completion of the Complete

Streets & Transit Access Project is important to the continued success of Stamford as the home of the North American headquarters of UBS and RBS financial conglomerates.

The Projected number of **long-term jobs created**, beyond construction of the Project, by the Harbor Point Development, which these infrastructure improvements make possible, **will approach 20,000 (Phase 1, 2010)**. The Harbor Point is expected to create a high level of economic activity and jobs in financial, insurance, and real estate services, together with residential and retail services activity and jobs. In addition, to the jobs referenced above, the Harbor Point Development will generate a cumulative increase over 30 years of \$1,250,000,000 in City tax/fee revenue, \$750,000,000 in State tax revenue and residences for 1,200 citizens within walking distance of the STC and Stamford CBD.

The Stamford Complete Streets & Transit Access Project is a crucial element to interconnecting the developing locations in the city to the STC, which is the **highest passenger-volume station on the Northeast Corridor east of New York City**, handling a weekday average of over 24,300 commuter/intercity/high-speed rail passengers and 1,200 interconnecting north end city riders. The Complete Streets & Transit Access Project will improve the long-term efficiency, reliability, and cost-competitiveness in the movement of workers and goods and will make the essential improvements that allow for new development and investments in hiring and economic expansion of the private sector.

The Complete Streets & Transit Access improvements will directly increase the efficiency and effectiveness of the transportation system by means of trip diversions for new residents living closer to work, interconnectivity to the STC, and connecting the north and south ends of Stamford that are bisected by I-95 and the Northeast Corridor rail system. At the STC, the Project area will connect with the regional and national rail system (AMTRAK), bus transit, and Stamford Urban Transitway hubs. Simply stated, the Complete Streets & Transit Access Project will be an immediate and significant new transportation link that will generate a high-value of economic activity as compared to the present urban blight in and around the Project area.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/4_TOD_Transit_Management_Plan_FINAL3.pdf

The South End is located in Census Tract 222. According to the City of Stamford's 2005-2010 Consolidated Plan, **"76 percent of its residents are low income."** The South End is located entirely within the City of Stamford's Enterprise Zone and also contains the City of Stamford's only Neighborhood Revitalization Zone.



Figure 5. Stamford Transportation Center

(iii) Livability

The Complete Streets & Transit Access Project is part of the overall land planning process for the 80-acre Harbor Point land development. The Project will provide signalized and navigable roadways, sidewalks, and bikeways improving accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities. The community will be interconnected through signalized pedestrian/bicycle-friendly routes and infrastructure on the Streets complementing the Transit options. The



Figure 6. Harbor Point Development

The development will include retail, commercial, services, and a grocery store in a redeveloped community for the first time in over 20 years. The Jitney Bus will connect the new community with these and other services in the CBD. The Complete Streets & Transit Access Project provides the essential link to a livable community linked internally and externally allowing travelers to connect easily to the local, regional, national, and global transportation system without using an automobile.

The affected community consists of full redevelopment of an economically disadvantaged area. It will include:

- **4,000 new dwelling units, 400 workforce affordable housing units, a new school** for underprivileged children, and **eleven acres of new open space**. This will be a fully certified smart growth, transit-oriented development of the first order, incorporating cutting edge environmental design, conserving water and energy, and featuring improved public transportation and mobility. The Project will use green construction techniques and is expected to receive LEED-ND certification in the fall of 2009. Approximately **one million square feet of commercial space**, including offices that can build on the growth and consolidation of the UBS and RBS financial headquarters, will present a significant attraction to financial, insurance, and real estate sector growth in the region, and contribute to economic competitiveness. The Stamford Complete Streets & Transit Access Project forms the essential link to movement of people and goods in the new development and beyond. The Jitney Bus routing network interconnects the new community internally, as well as seamlessly linking with the CBD and the STC to create an efficient network of train, bus, and ground transport. Walkable streets and an advanced bicycle network with superior proximity of housing with job locations are key advantages to the new community. The Stamford Complete Streets & Transit Access Project will transform this former industrial brownfield into a beautiful, vibrant, and modern waterfront community.
- The design of the Complete Streets & Transit Access Project forms the core of community building by converting this blighted area into a highly desirable living and working environment. The Jitney Bus Transit Project will interconnect to the national, regional, and local rail and transit system at the STC and other points in the existing city transit system. This creates the opportunity for New York City-based employees to live in Stamford and commute to their jobs, which is expected to yield significant direct benefits to competitiveness by preventing sprawl, reducing transportation and environmental costs, and improving safety. Ultimately, **the 4,000**

residential units in the development facilitated by this TIGER grant are expected to create 2,800 new jobs in the commercial sector alone, which, combined with relocations and the interconnected Jitney Bus Transit system, will strengthen the regional real estate market while improving residence-to-work proximity and reduce demands on other sections of the rail, interstate, and local roadway systems. The Complete Streets improvements will likewise facilitate the efficient movement of goods in and out of the Project area through the improved and signalized road network, reducing local and I-95 backups from Washington, Atlantic, and the connected streets.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/3TIF-SWRPA_Road_Mapdwg.pdf

(iv) Sustainability

The Stamford Complete Streets & Transit Access Project will provide an enhanced level of connectivity, modal choice, and commuter travel options, which combined with new residential and community commercial development, can produce a significant net modal shift, thereby reducing greenhouse gas emissions. The Project's mobility and accessibility improvements will result in a **projected avoidance of 44.6 million passenger vehicle miles** travelled (VMT) annually and a **consumer savings of nearly \$700,000 per year**. The increased use of energy efficient mass transit and non motorized modes of transportation will reduce fuel consumption by 1.9 million gallons of gasoline annually, lessening the dependence on foreign oil. Additionally, the modal shift is expected to **reduce greenhouse gas emissions at an annual rate of 18,090 tons of CO₂, and 905 tons of NO_x and Methane**.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/7Estimated_Avoided_Emissions_Stamford_SoEnd.xls

The Complete Streets & Transit Access Project is an important contributor to the success of the Harbor Point Transit Oriented Development (TOD) Project and its ability to achieve the anticipated LEED-ND Silver certification. **Under the LEED-ND program, USGBC requires 50 points to achieve the Silver rating, 33 of which are contingent upon the implementation of the Complete Streets & Transit Access Project through the TIGER grant funding.** The Transit Access element supplies an essential transit component via the Jitney Bus Transit Routings, while the Complete Streets element improves the overall walkability, bikeability, and connectivity necessary for the success of any TOD. Together, these two Projects create an integrated land use and transportation system that encourages the use of non-motorized modes of transportation and energy efficient mass transit, significantly reducing the use of automobiles and energy consumption while lessening our dependence on foreign oil.



Figure 7. Harbor Point Development Sites

The buses purchased for operation of the Jitney Bus system will be clean diesel and O₇ diesel hybrid-electric vehicles (HEV), which yield emissions reductions of CO₂ by 38 percent, NO_x by 49 percent, PM by 60 percent, and provide a 59 percent improvement in fuel economy compared to standard diesel buses.

The affiliated Harbor Point Project also maintains, protects, and enhances the environment by avoiding adverse environmental impacts, accomplished, for example, through the redevelopment of 80 acres of brownfields. Harbor Point is reducing the energy use and emissions associated with the disposal of materials and the generation of new construction materials. The

Project anticipates **an overall reduction in energy use of 10 to 20 percent** and a **reduction in water use of over 20 percent**.



Figure 8. Commuter Connection Bus at Gateway Center

(v) Safety

The Project has the ability to reduce the number, rate, and consequences of surface transportation-related crashes on both urban collector streets and the I-95 interstate highway. A **25 percent reduction in the vehicle crash rate is anticipated** as a result of implementation of the Complete Streets Project, which, due to the low speed limits on these streets, is anticipated to reduce crash rates to .67 per million VMT.

On I-95, this accident rate figure jumps to an average Traffic Accident Surveillance Report (TASR) index rate of 1.47 while the injuries/fatalities severity figure is an abnormally high 1.69 in the vicinity of Exit 8. Backups caused by local street congestion are a significant contributing factor. The Average Daily Traffic (ADT) on this portion of I-95 is 157,700. The average accident rate for roadway sections similar to this section in Stamford are considered to experience a normal accident rate when at or below 1.0 on the TASR index.

Together, the Complete Streets & Transit Access improvements in this Project will contribute to meaningful expected reductions in avoidable crashes, injuries, and fatalities for a net safety improvement that can assist local and interstate roadway safety. By all measures, the diversion from highway travel created by improved public transit access will significantly improve the livability and economic competitiveness of the region.

(vi) Evaluation of Expected Project Costs and Benefits (BCA)

A benefit-cost analysis was performed with the assistance of the FHWA developed website application BCA.Net. BCA.Net computes benefit-cost ratios for roadway improvements by comparing the costs and benefits of a base case (such as a current strategy or existing condition) to the costs and benefits of an alternative case (such as the investments to improve the Stamford Complete Streets & Transit Access Project).

It was determined during the analysis that the primary benefits of the Stamford Complete Streets & Transit Access Project are provided through the signal modification and intersection improvements which will reduce congestion and provide for slightly higher travel speeds. In addition, the proposed Jitney Transit will provide additional benefit by removing vehicles from the roadway.

For the analysis, it was assumed that the existing roadways would need to be rehabilitated due to the current poor condition of the streets. The base case included reconstruction without improvements to the signalization. The proposed Project included reconstruction and signal/intersection improvements which provided approximately 17% faster travel time, reduced delays, and improved safety.

Using the BCA.Net application to compute the available benefits of improving the signals and intersections, thus **reducing congestion, a total of \$85,000,000 in total benefits was computed over a 30 year period.** The BCA.net analysis included benefits to travel time, fuel and oil consumption, tire wear, vehicle maintenance and repairs, depreciation, safety, and environmental. This provides a **total benefit-cost ratio of 4.88 for the proposed \$26,600,000 of improvements.** This does not include the avoided VMT as a result of the Jitney Bus implementation, which will push the benefit-cost ratio even higher. Details of the analysis are available upon request.



Figure 9. CTTransit Bus with bike rack.

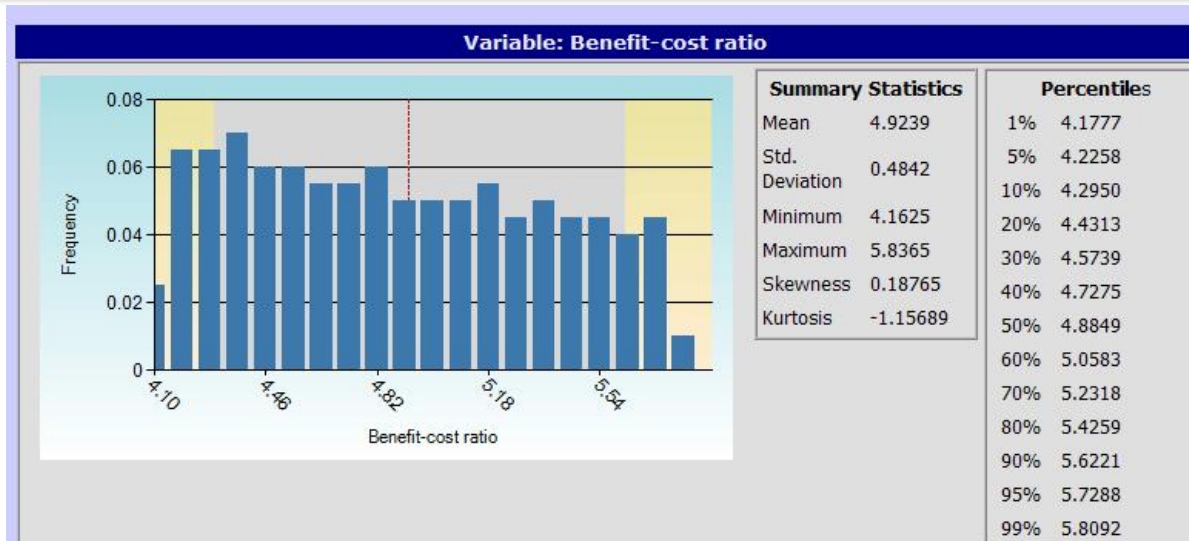


Figure 10. Benefit-Cost Ratio Graph.

EVALUATION OF PROJECT PERFORMANCE

This Project will be treated like every other CTDOT issued Project and will include full construction engineering and inspection to ensure that all requirements of the contract documents are carefully followed.

In addition, CTDOT will require ARRA reporting as part of the contract documents. Jobs created during the full construction period will be documented.

CTDOT is committed to meeting all the reporting requirements of:

- a) Section 1201(c): Maintenance of Effort: Reporting Requirements;
- b) Section 1512: Reports of use of Funds;
- c) Section 1609: Environmental Reporting; and
- d) any other Certification Requirements.

(B) JOBS CREATION AND ECONOMIC STIMULUS

The Project will have a direct impact on the creation of construction related jobs in the short-term, and is essential to the **long-term development of 50,000 jobs and 4,000 residential living spaces** in this The Harbor Point Development.

The Project's support in Harbor Point Development is expected to create significant economic benefits to the City of Stamford, Fairfield County, the State of Connecticut, and the greater metropolitan region. The development will create a total of 12,136 direct jobs and 8,427 indirect jobs. **The Complete Streets & Transit Access Project is Projected to yield 798 jobs, with a total of 20,777 full-time equivalent jobs** including the Harbor Point development and before accounting for a multiplier effect. This equates to **over \$1.3 Billion in direct economic activity** from earnings, which with the jobs multiplier effect calculated by IMPLAN software from MIG, Inc., indicate that a total of over 31,000 jobs would be generated. The table below indicates for each development sector the total number of direct and indirect jobs and the average wage for those jobs.

Stamford Complete Streets & Transit Access Jobs and Economic Stimulus					
Development Sector	Direct Jobs	Indirect Jobs	Net	Ave. Wage	Total Earnings
<i>Harbor Point Development</i>					
Office	1,260	1,387	2,647	\$99,271	\$262,770,337
Anchor	96	27	123	\$22,071	\$2,714,733
Grocery Anchored	102	28	130	\$21,165	\$2,751,450
Convenience Retail	154	43	197	\$22,061	\$4,346,017
Restaurant	774	181	955	\$16,526	\$15,782,330
Hotel	152	42	194	\$37,292	\$7,234,648
Construction	9598	6126	15,724	\$60,282	\$947,874,168
Subtotal	12,136	8,427	19,970	\$62,267	\$1,243,473,683
<i>Complete Streets and Transit Access</i>					
Jitney	4	5	9	\$40,000	\$352,000
Streets Construction	274	524	798	\$60,282	\$48,105,036
Subtotal	278	529	807	\$ 60,061	\$ 48,457,036
TOTAL	12,414	8,956	20,777	\$ 62,181	\$ 1,291,930,719

(1) Job Creation for Low-Income Workers

The Project is expected to generate short-term jobs during the construction period. Based on the estimated construction cost of \$26,600,000, an overall construction period of 24 months, utilizing the FHWA estimate for job creation, a total of **274 full-time construction-oriented jobs, 124 full-time supporting industries jobs, and 400 full-time induced employment jobs** (rounded) will be created, totaling 798 jobs.

Many of the jobs are for lower-skilled general laborers and it is estimated that most of these construction jobs will be available for lower-income employees currently residing in this economically disadvantaged area, in addition to hotel, retail, and grocery jobs. Together with the development underway, **a total of 9,900 new, permanent low income jobs** are Projected to be created in the new development.

(2) Opportunities for Small Businesses, Minority Owned Business and Disabled Veteran-Owned Business

In connection with this Project, the CTDOT Office of Equal Opportunity and Diversity (OEOD) will assist project efforts to provide and ensure the creation and maintenance of a diversified workforce and business community; free from discrimination; that provides equal access to all. The OEOD will integrate the civil rights functions of the Division of Contract Compliance and the Affirmative Action Division. The OEOD office will insure compliance with the Americans with Disabilities Act and for the administration and oversight of the internal equal employment opportunity program and the external civil rights programs.

The Division of Contract Compliance (DCC) is responsible for the administration and oversight of the external civil rights program. These programs include the On-the-Job-Training Program; the Disadvantaged Business Enterprise Program; Title VI activities; and the External Contract Compliance Program, which are integral to the Project.

The DCC will be responsible for determining eligibility for the Disadvantaged Business Enterprise Program (DBE) and the Airport Concessions Disadvantaged Business Enterprise Program (ACDBE) utilizing the eligibility criteria established under 49 CFR Parts 26 and 23 in connection with the Project. The DCC maintains a directory of certified DBE and ACDBE firms, and this will be closely followed and reported on the Project website.

(3) Use of Community Based Organizations

CTDOT administers a DBE Business Development Program (BDP) to assist certified DBE firms. This program focuses on individualized developmental assistance and services to enable DBE firms to operate more competitively and successfully. Participants in the program have a consultant assigned. The consultant writes an individualized development planning, implementation planning, and business planning. With the assistance of the consultant the firm also develops a business plan. Services and/or training are provided to each firm to assist with their developmental goals. The program is administered in partnership with the Central Connecticut State University – Institute of Technology and Business Development and has been in place for four years. CTDOT has had a great deal of success with the program, with many participants showing an increase in gross receipts or showing stability in this time of economic difficulty. CTDOT will apply these programs and methods to the Stamford Complete Streets and Transit Access Project.

CTDOT conducts information and training workshops to provide assistance to small disadvantaged businesses and performs outreach to the small business community and partners with organizations and agencies that provide assistance to traditionally underutilized small businesses. CTDOT uses Small Business Summit outreach to provide ARRA program information to small businesses and business organizations. These outreach programs provide information and assistance that will be applied to current and future contracting opportunities, the DBE program, federal bonding and lending programs, and business development assistance available to small businesses for the Stamford Complete Streets & Transit Access Project.

CTDOT's proposed DBE goals for 2010 are 11% for Federal Highway Administration; and 11% for Federal Transit Administration.

(4) Supports Entities with Sound Track Record of Civil Rights Compliance

Through annual surveys of the DBE community to determine their needs and to monitor the effectiveness of Connecticut's DBE program, DCC staff creates a supportive business climate for small, traditionally underutilized businesses. Staff are active in a number of community based organizations and regional organizations, interacting with the community and disseminating DBE brochures and other program information at the expos and small business showcases attended by DCC staff throughout the year. The Department provides assistance to businesses in completing DBE certification application, which has encouraged a number of reluctant firms that could be eligible for this Project to complete the application and to obtain certification.

The DCC is committed to creating job opportunities and establishing a strong and skilled workforce. The On-the-Job Training Program has given contractors an opportunity to provide employment opportunities to unemployed or underemployed individuals. The CTDOT staff work closely with the contractors to ensure that trainees have the best opportunity for successful employment and are able to obtain journeyman status. The DCC partners with contractors to conduct job opportunity fairs in cities that have the highest unemployment rates in the State, to assist potential applicants in making contact with contractors looking to provide employment and training opportunities.

The DCC also administers a Summer Mentor program each year to provide high school and college students with exposure to transportation related careers. Most of the students are minority and/or female. The students are provided with a CTDOT mentor and a private

sector mentor and are required to attend workshops, training sessions, and several transportation related field trips. The students provide presentations outlining their Project at the closing ceremony. The program's success is reflect in the fact that two previous female program participants are now employed by CTDOT as engineers, and the efforts of the program have shown the goodwill of the department in the community.

(5) Project / Program in Compliance with Civil Rights Requirements

CTDOT will ensure that it is compliant with all Federal Civil Rights requirements in accordance with the above policy and procedures, and in strict adherence with Federal Title VI guidelines and procedures. The Project will produce dramatic, long-lasting positive jobs, economic activity, and green community revitalization affects in this economically disadvantaged area.

The Project area is located in Census Tract 222. According to the City of Stamford's 2005-2010 Consolidated Plan **"76% of its residents are low income"**. This makes the South end eligible for the use of Community Development Block Grant funds. The South end is located entirely within the City of Stamford's Enterprise Zone and also contains the City of Stamford's only Neighborhood Revitalization Zone.

(i) Proposed Project Schedule

The Stamford Complete Streets & Transit Access Project is ready to proceed immediately. Design drawings and contract documents are currently being prepared for advertisement. Upon notification, the Project can be swiftly progressed, with construction following in Spring 2010.

Project Schedule - Stamford Complete Streets & Transit Access Project

Environmental Approvals	Fall 2009
Final Design	Fall 2009
Advertisement & Awards	Winter 2010
Construction	Spring 2010 - January 2012

A full Project schedule showing direct on-Project jobs and estimated construction spending by quarter is shown below.

Stamford Complete Streets & Transit Access Project - Jobs & Spending								
Projection	2010				2011			
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
Jobs	2	50	195	290	425	798	798	798
Spending (000)	\$ 67	\$ 1,666	\$ 6,498	\$ 9,664	\$ 12,152	\$ 18,162	\$ 23,513	\$ 26,592

Cumulative Project jobs and spending.

(ii) Environmental Approvals

The infrastructure improvement Projects and Jitney Bus Transit Project described within this application fall under the Categorical Exclusion (CE) provisions of 23 CFR Sec 771.117(d) that recognize that certain construction activities do not result in significant environmental impacts. Accordingly, these Projects are currently in favorable phases of environmental approvals and compliance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321). Pursuant to 23 CFR Sec 771.117(d) Categorical

Exclusions for both Projects have been filed with the CTDOT. CTDOT concurs with the CE and is forwarding the CE's together with evidence of its concurrence to FHWA.

The CE review and submittal to CTDOT for approval is consistent with the federal programmatic model that provides a workable framework for the expeditious and efficient documentation and approval of CEs which qualify for a CE determination pursuant to provision of 23 CFR Part 771.117(d).

The CEs referenced above prepared in accordance with the NEPA process include the following reviews and findings:

- **Metropolitan Planning and Air Quality Conformity** – There will be a net reduction in air pollution due to increased modes of public transportation;
- **Zoning** – The Project has received all local zoning approvals;
- **Traffic Impacts** – The Project includes local road corridors which infrastructure improvements that will alleviate some traffic impacts;
- **CO Hot Spots** – The State of Connecticut is currently designated as being in attainment for carbon monoxide and regional data demonstrates CO concentrations are not problematic;
- **Historic Resources** – The proposed actions will not encroach upon or impact the existing National Register of Historic Places designation of the Downtown Stamford Historic District;
- **Acquisitions & Relocations Required** – There are no anticipated property acquisitions or displacements and the proposed actions will have no significant adverse impact on acquisitions & relocations;
- **Hazardous Materials** – The roadway improvements will conform to the CTDEP approved Remedial Action Plan (RAP) that encompasses much of the Harbor Point development area and therefore, there exists a management plan for any discovered areas of hazardous materials within the Harbor Point development area;
- **Community Disruption and Environmental Justice** – There are no anticipated adverse impacts to environmental justice populations. Rather, the Project will enhance community development and amenities that will increase residential units and occupation of these units;
- **Use of Public Parkland and Recreational Areas** – There are no related resources within the Project area, therefore, there are no Section 4(f) issues;
- **Impacts on Wetlands** – There are no mapped wetland areas within the Project limits.
- **Floodplain Impacts** – There are no FEMA 100-year or 500-year floodplains within the Project limits;
- **Impacts on Water Quality, Navigable Waterways, & Coastal Zones** – There are no surface water or groundwater resources within the Project limits;
- **Impacts on Ecologically-Sensitive Areas & Endangered Species** – There are no rare plant and animal species according to the CTDEP NDDDB database within the Project area;
- **Impacts on Safety & Security** – There are no impacts to emergency and/or healthcare services from proposed Project activities; and
- **Impacts Caused by Construction** – There are anticipated minimal short-term impacts to air quality, noise, solid waste, hazardous materials, public utilities and services as a result of proposed construction; however, Project

construction management plans and conditions of CTDEP General Permits will mitigate these impacts.

Accordingly, these “no impact” findings are favorable attributes that are consistent with NEPA Categorical Exclusion approval and, hence, will enhance the schedule for Project implementation. The Project is positioned for finalized approval to immediately proceed.

(iii) Legislative Approvals

While no specific legislative approval is required for this Project, the Project has received approval from the FHWA District Office in Connecticut. In addition, the Project has received many letters of support from the Connecticut Department of Economic and Community Development, State Senator Andrew McDonald, State Representative Gerald Fox, State Representative Carlo Leone, United States Senator Joseph Lieberman, United States Senator Christopher Dodd and United States Representative James Himes, the Southwest Regional Planning Agency and the Neighborhood Revitalization Zone Committee.



http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/2009.9.10_Stamford_Complete_Streets_&_Transit_Access_Project.pdf

(iv) State and Local Planning

The Project will receive 1511 acknowledgement for award and shall be available on the Statewide Transportation Improvement Program (STIP), available at the following website:
<http://www.ct.gov/dot/cwp/view.asp?a=3529&q=424892>.

(v) Technical Feasibility

As noted above, all preliminary engineering and environmental analysis/permitting required for the advertisement of the Project has been completed or in progress. Upon notification of award, construction can begin in six months (to allow for formalization, advertisement, procurement, and notification of award).

(vi) Financial Feasibility

The success of the Stamford Complete Streets & Transit Access Project, as well as the success of related Projects, is contingent on expedited award of this grant. It is imperative that the livability, economic competitiveness, and long-term jobs that are so critical to this economically disadvantaged area be realized as quickly as possible. The stable and reliable commitments of the developer through taxing district authority ensures the completion of the Harbor Point Development and will find the 20 percent match for the Project.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/5Tax_Increment_Revenue_Projections_4_9_08.pdf

As grant recipient, CTDOT has a track record of executing a significant number of construction contracts annually with an approximate average value of \$385 million through the public competitive bidding system. These construction contracts have involved the construction of roads, bridges, buildings, transportation-related public works Projects, demolition, and other transportation-related improvements. CTDOT employs rigorous controls and has an exceptionally strong ability to manage grants.

The Stamford Complete Streets & Transit Access Project is provisionally included in the amended TIP and will receive final action within 60 days of this application. CTDOT reasonably anticipates that National Environmental Policy Act requirements will be completed and final documentation received within 30 to 60 days of award of this TIGER Discretionary Grant.

http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/1MPO_TIP_7-23-09.pdf

This Project is scheduled for early **construction beginning April 2010 and is expected to be completed in advance of February 17, 2012.**

2. SECONDARY SELECTION CRITERIA

(a) Innovation

The Department maintains real-time information on its web site that includes a list of active traffic incidents and video camera images from the Newington and Bridgeport Operations Center systems.

Efforts are underway to expand the system to provide transit-related Intelligent Transportation Systems (ITS) services. New ITS initiatives will include implementation of a "511" telephone number for obtaining updates on transportation system incidents and the provision of real time traveler information for transit stations. The Complete Streets Project design will follow LEED-ND construction techniques, which feature innovations in re-use of materials and lessen the impact of disposal of the material in a landfill, among other techniques. <http://www.ct.gov/dot/site/default.asp>

(b) Partnership

The Project has strong support from local officials and stakeholders. In addition to the letters of support from legislative and statewide government officials listed in Section iii) above, the Project has received associated agreements with the State of Connecticut, the City of Stamford, and CTTransit. Partnering with the construction industry, contractors, suppliers, economic development and neighborhood groups are key ingredients to the beginning of the Harbor Point development, and to the success the region will realize during and following the completion of the Stamford Complete Streets and Transit Access Project. This Project is an example of strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts. http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/8MOUwithCTDOT_cttransit.pdf

(i) Jurisdictional & Stakeholder Collaboration

The Project has strong, stable and reliable commitments of the developer through taxing district authority which ensures the completion of the Harbor Point Development, and the Complete Streets & Transit Access Project and the **HPIID taxing district has agreed to provide matching funding of 20% or approximately \$5,300,000.** This is a model that engages parties that are not traditionally involved in transportation Projects, in addition to the State and local government. In addition to the HPIID local matching Project funding,

the HPIID and CTDOT/CTTransit have an agreement for Jitney Bus service funding, and HPIID and the City have an agreement for Streets operation and maintenance. http://www.ct.gov/dot/lib/dot/documents/dcommunications/stimulus/tiger/stamford/9Interlocal_AgreementHP_City_of_Stamford.pdf

(ii) Disciplinary Integration

The Stamford Complete Streets and Transit Access Project is supported both financially and otherwise, by the City and the HPIID, which are pursuing similar objectives. The Project will create a more livable community and is supported by low-income housing and the bikeways, a pedestrian-friendly sidewalk network, and Jitney Bus transportation Projects that encourage energy efficiency and improve the environment. These Projects are supported by agreements with the City, the State, and CTTransit that together qualify the Project for a LEED-ND Siler Rating for neighborhood development, Project energy and environmental missions.

G. FEDERAL WAGE RATE REQUIREMENTS

The CTDOT website for this Project contains the executed applicant certification stating that it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements), as required by the Recovery Act. See www.ct.gov

H. NEPA REQUIREMENTS

NEPA documentation has been initiated, and a preliminary Categorical Exclusion determination has been made and is in the process of being submitted to FHWA. This documentation will be completed within 30 to 60 days upon award of federal TIGER grant monies for this Project. This Project is not expected to cause significant environmental impacts.

I. ENVIRONMENTALLY RELATED FEDERAL, STATE AND LOCAL ACTIONS

The Stamford Complete Streets & Transit Access Project is provisionally included in the amended TIP and will receive final action within 60 days of this application. CTDOT reasonably anticipates that National Environmental Policy Act requirements will be completed and final documentation received within 30 to 60 days of award of this TIGER Discretionary Grant

J. SUMMARY

In summary, this application has demonstrated the key economic stimulus requirements for Projects eligible for the \$1.5B TIGER Discretionary Grants, namely:

- **The Project plans are complete and ready for bid.** This Project can be bid within 3-4 months and construction can begin in 3 months.
- **The Project can be completed in less than 24 months**, beating the February 2012 milestone.
- **The Stamford Complete Streets & Transit Access Project with the Harbor Point development is expected to lead to the long-term creation of up to 50,000 jobs; 798 full time jobs** during the construction period of 2 years will be directly related to construction and indirect jobs in the Complete Street Project. The Project is an integral part of the Harbor Point Development and, therefore, a TIGER grant will create up to an

additional 50,000 jobs in addition to those related directly to the Complete Streets & Transit Access Project.

- **This Project is both regionally and nationally significant**, as the current Stamford Complete Streets & Transit Access Project are important transportation corridors that have significant interconnectivity in the region through the Stamford Transportation Center and the internal regional connections of the Jitney Bus Project element.
- The Stamford Complete Streets & Transit Access Project **supports the growing economic development of western Connecticut**, and **will enhance a historically and currently economically disadvantaged area**, and is supported by 20% in local taxing district matching funds of the HPIID.

References

USDOT, FHWA, Toolbox of Countermeasures and Their Potential Effectiveness for Roadway Departure Crashes, September 2007.

USDOT, FHWA, BCAnet, Benefit-Cost Analysis Toolkit, available on the website at <http://fhwa.gov/infrastructure/asstmgt/bcanet.cfm>.

USDOT, FHWA, Employment Impacts of Highway Infrastructure Investment, www.fhwa.dot.gov/policy/otps/puibs/impacts/index.htm, February 2009.

Recovery Certifications,
<http://www.recovery.ct.gov/recovery/site.default.asp>